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SHEWAN, TOMES & CO.,
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Hongkong, 29th April, 1903. [a204]



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Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.

All letters for publication should be written on one side of paper only.

No anonymously signed communications that have already appeared in other papers will be inserted.

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The Daily Press.

HONGKONG, AUGUST 2ND, 1912.

Railway construction in China has been so much boomed of recent years, and Railway Loans and Agreements have become such a prominent feature in Chinese politics, that it will seem rank heresy to doubt the wisdom of the policy of widespread construction, or to question whether there are not other works of the same nature on which the money might, from the point of view of the general welfare of the land, have been more profitably spent. After the events of the last eighteen months, it scarcely needs to be pointed out that the Central Government, in its railway policy, does not contemplate the public welfare: the provinces realized this—that railways facilitate the movement of troops and the dragooning of the land—and from this realization spring their desire for the provincial control of the railways, culminating in violent resistance to the nationalization scheme and ultimately leading to the overthrow of the Manchu dynasty. In the present state of affairs in China, all new works of this sort are necessarily in abeyance, so this may be a convenient opportunity for envisaging afresh the whole question of improved means of communication. China has at present about 6,000 miles of railway in operation, the cost of construction averaging about eleven thousand pounds per mile. Of the railways now working, the greater part have presented no extraordinary engineering difficulties—with the exception of the Yunnan Railway and the short Ching-Chang

(Peking-Kalgan) line, they all lie on the Great Plain, and the one considerable obstacle to be encountered has been the Yellow River. Every new line to be opened up must trench on more and more difficult country, and when the Szechuan-Hankow and Yunnan-Yangtze lines are taken in hand, the cost per mile will be considerably increased. We do not deny the advantage, or even the ultimate necessity, of these lines, but it may well be questioned whether this money could not be spent on other improvements in means of communication with quite as much, if not more, advantage to the people generally. Residents in China are by now so used to the paradoxical that it does not appear to strike them as strange that the country should be investing heavily in railways when it has not a single good main road. Travellers in China all unite in cursing with one accord the roads: "A Chinese road is often only so in a special and peculiar sense, as, for instance, a chain of dangerous rocks would be a road across the ocean," says PARKER. "To say that the road was best where there was no road may seem paradoxical. It is nevertheless true," says HOSIE, and so on. Where are the splendid post roads that excited the admiration of MARCO POLO six hundred years ago? We admit that if we had been used to the European roads of that day we might even consider those at present found in China passable, but none the less they must have deteriorated much since the days of the Venetian traveller: the post-houses, borders of trees two paces apart, paved roads "by means of which travellers may travel to every part without soiling their feet", and the "large and handsome stone bridges" have either vanished or fallen into decay. It is, we think, worthy of consideration whether a system of good main roads, fit for use by wheeled traffic, both fast and heavy, would not be of as much economic benefit to the land as these expensive railways. The great economic value of railways as a means of speedy communication is largely nullified in China, where time is so much at a discount. Trunk roads have proved a real boon in India, and if they existed they would be found the same in China. Their cost would be but a fraction of that of a railway; they would be sooner completed; and their superiority to present roads as traffic carriers would be so marked as to constitute them a real step forward in the opening up of the land to commerce and would soon make them main arteries of trade. It needs only to see a consignment of goods being laboriously carried into the interior by coolies—often five or six to a single case or bale—to realize what a revolution in traffic would be created by roads capable of sustaining modern carts and carriages, to be followed soon, no doubt, by the ubiquitous motor car. There is this to be considered also, that even when these long reaching railways are constructed they will only be main lines, and will need feeders. Many more years must elapse before they could reach all the centres of production, and so, even when the railways exist, it would still be necessary to have modern roads to bring the commodities to the railways. One difficulty that would have to be overcome before these trunk roads could attain their maximum of utility would be the establishment of an efficient police system throughout the country, both to give security to road traffic by day and night, and to prevent encroachments on the road by neighbouring land-owners—a crime that has in many parts of China reduced what were once fine roads, thirty feet wide, to mere footpaths. Such a police system, though, is a necessity in any case, and the creation of good main roads would really facilitate their work, though probably adding to its bulk. There are other overdue improvements in China's communication—the canals should be modernized, and many of the obstacles to river navigation removed—but there is none that has been overlooked and neglected to the same extent as has the question of roads, and we fear that this neglect will still continue, while millions are lavished on railways, although the institution of good roads would cost only a fraction of this sum.

A Chinese was yesterday sentenced to imprisonment for one year for having returned from banishment. He had been banished three times before.

A man and his wife were placed before Mr. Melbourne at the Magistrate's yesterday on a charge of having stolen \$400 and a quantity of clothing. They were remanded, bail being fixed at \$1,000 each.

Mr. Filomino Grazi Ozorio has successfully passed his last examination in the Hongkong College of Medicine with distinction, and to-day, we are informed, he will receive his Diploma of Licentiate from the hands of H.E. Sir Henry May, K.C.M.G.

Their Lordships sitting in the Supreme Court yesterday and the barristers engaged doffed their wigs owing to the heat, the privilege being granted by the Chief Justice.

A robbery with violence is reported from Shaohai, where a woman carrying \$80 with which to provide for her daughter's wedding ceremonial, was attacked by a man, who caught her by the throat, while a confederate coming along tore her pocket and made off with the money. No arrest has been made.

The cry of "save life" from the water at Yauwatti on Wednesday night attracted a European policeman, who proceeded to the spot, and was lowered into the water by means of a ladder held by several men. He reached the woman and pulled her out in an exhausted condition, but afterwards restored her to consciousness.

According to the British Consular report on the trade of Indo-China in 1911 the exports of rice and paddy were \$23,940 tons as against \$20,920 tons in the preceding year and \$23,258 tons in 1907. The exports of broken rice and rice-flour were \$10,358 tons as against \$15,362 tons in 1910. Of the rice and paddy exports in 1911 roughly one-fourth went to China and one-fourth to Europe, the Philippines and Japan coming next in order of importance.

In their attempt, says the American Vice-Consul General at Canton, to find substitute industries to replace the recently abandoned culture of the poppy, once the principal industry of the province, the Yunnanese are giving primary attention to the development and improvement of sericulture. A school of agriculture has been started which is apparently doing excellent work in educating the farmers about Mengzi in the habits and needs of silkworms, sericulture in general, and the preparation of the cocoon product for the market. It is also importing, with success, seed from Shoching and Hangchow, in Chekiang, which produce first-class white cocoons, yielding a grade of raw silk which, it is claimed, compares well with the best found on the Shanghai market. The silk industry in Yunnan is still in the initial stage, but the province should produce 400,000 to 500,000 lbs. of first quality silk a year.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 10 a.m. yesterday:

"Cyclone or typhoon near or over Balintang Channel moving E.N.E."

THE KAILAN MINING ADMINISTRATION.

The Chinese Engineering and Mining Co., Ltd., in liquidation, has declared a dividend of 1s. 6d., free of tax, on account of the period ending 27th June, 1912. Coupon No. 18 is payable on the 12th August, 1912.

CONTINENTAL CONSUMPTION OF SILVER.

We subjoin extracts from Messrs. Samuel Montagu & Co.'s bullion circular, dated July 14th:

The Silver Market has been somewhat heavy in tone, and the tendency of prices downward until 27 15/16 was touched for cash on the 8th inst., the lowest figure for more than a month past. The higher level of prices, about 28d. instead of 24d. has had apparently considerable influence on the consumption of silver by the Continent. Compared with the first six months of 1911 the exports in ounces of the last half-year to other countries of Europe show a reduction of about 50 per cent. This falling off is especially marked in the case of France (65 per cent.) and Russia (45 per cent.). The movement of silver to China and India has not been affected to anything like the same degree. The exports to these two countries have only decreased 11 per cent. The imports from Germany and France combined have nearly doubled. The stock in Bombay is increased by \$77,000 to \$1,375,000; the off-take is a shade better at 50 bars a day. Shanghai reports a stock in syces and bars of \$3,225,000, an increase of about \$235,000.

ABSINTHE AS CHOLERA CURE.

Absinthe has found a defender in the person of a priest, resident in Cochinchina, who, as recorded in *Les Nouvelles*, claims to have used it most successfully as a cholera cure. The reverend gentleman administers the liquor to his cholera patients in "full wine glasses." He then waits a few minutes, and if the pulse does not show a proper response, he repeats the dose until the desired result is attained. Women, old men, and children of from 12 to 15 years of age have been treated in this way, some patients taking as many as seven glasses before the state of their pulse was considered satisfactory. The author of this treatment claims to have cured 73 out of 75 cholera patients in one parish alone by means of absinthe. And that is why, remarks our contemporary, the Government has decorated absinthe manufacturers.

TELEGRAMS. TELEGRAMS. TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

THE BRITISH PARLIAMENT.

IRISH ESTIMATES.

LONDON, August 1st.

In the House of Commons during the discussion on the Irish Estimates, reference was made to Mr. Bonar Law's statement made at the big Unionist demonstration last Saturday that if the Government attempted to use troops against the men of Ulster it would start civil war. Mr. Bonar Law said the passage had been carefully weighed. If he thought a considerable number of his followers disapproved of it he would resign, but he had no clear sign that any follower did not endorse every word. So long as there was no evidence that the Government was supported by the people the Unionists were determined that Home Rule should not come to pass.

Mr. Asquith said that Mr. Bonar Law's views meant an absolute end to Parliamentary Government.

Mr. Devlin in opening the debate called attention to the attacks made upon Catholic workmen in Belfast.

Mr. Birrell said the Government were determined to use all the forces of the Crown to suppress these abominable outrages.

Mr. Bonar Law spoke in reply to Mr. Redmond's challenge.

Mr. Asquith described the Blesheim speech of Mr. Bonar Law as unparalleled language for responsible statesmen of the country. It amounted to a declaration of war against the Constitution, and it was impossible to acquit the Opposition of responsibility for the outrages.

THE IMPERIAL SPIRIT.

LONDON, August 1st.

It is believed that the Canadian Ministers have invited Mr. Asquith and Mr. Churchill to visit Canada in the autumn while the Dominion Cabinet is discussing the naval plans. Mr. Churchill will probably accept.

CANADIAN PREMIER HONOURED.

LONDON, August 1st.

Mr. Borden on his return from Paris was presented with the freedom of the Company of Leathersellers last night. In a speech he said that Canada was not inclined to become a silent partner in their work of carrying on the Empire. Canadians were determined that the Empire should be maintained and the seas kept open. Britons throughout the world would continue the great work of civilisation.

NEW ZEALAND.

LONDON, August 1st.

The Wellington correspondent of the *Times* states that Mr. Mackenzie, the ex-Premier, has been appointed High Commissioner of New Zealand in London.

IMPERIAL WIRELESS TELEGRAPHY.

LONDON, August 1st.

According to Reuter South Africa has notified the Imperial Government of her readiness to participate in the Imperial wireless telegraphic connection by establishing a high-power station at Pretoria at a cost of £280,000. The Union Government regards it as most important from the point of view of defence.

THE DIVORCE COMMISSION.

LONDON, August 1st.

The *Times* states that the Divorce Commission will probably present a majority and a minority report. The former will recommend considerable alterations in the law.

THE NEW YORK SENSATION.

LONDON, August 1st.

Reuter's correspondent at New York telegraphs that the man arrested in connection with the murder of Rosenthal has made an affidavit that three police officials and a city official divided graft of \$2,500,000 during the past year from gambling and other illegal resorts.

["DAILY PRESS" EXCLUSIVE SERVICE.]

THE DECEASED EMPEROR.

Tokyo, August 1st.

The funeral of the late Emperor will take place on a date in September, the ceremony to be at Tokyo and the burial probably at Kyoto.

THE NEW EMPEROR.

Tokyo, August 1st.

The Emperor issued his Rescript at a reception at the Imperial Palace which was attended by all the dignitaries of State.

The Emperor wore the uniform of a Field Marshal and the Empress was attired in foreign dress.

Subsequently an Edict was issued to the Army and Navy dwelling upon their glorious services and exhorting them to adhere to the instructions given by his revered father.

[THROUGH REUTER'S AGENCY.]

LOYALTY TO THE THRONE.

LONDON, August 1st.

The Emperor read an Imperial rescript announcing his accession in the presence of the Ministers. The Premier replied, eulogising the Emperor Mutsuhito, and pledging the unbounded loyalty of the people to the new Sovereign.

CONTINENTAL PRESS EULOGIES.

The German official newspapers pay warm tributes to the deceased Emperor and his handling of the problems during the transition of the country to modernity.

Austrian and Russian journals join in the chorus of praise.

BRITISH SYMPATHY.

In the House of Commons, Mr. Asquith moved an Address to His Majesty expressing their regret at the death of his Ally and Friend. He said—The death of the Emperor of Japan marks the close of the most memorable reign in modern history, under which there had been a series of changes which were unparalleled both as regards the status of the Sovereign and the development of the people. The Emperor witnessed in less than fifty years his own transformation from a semi-divine, carefully sequestered figure in the background of national life into a constitutional monarch. Under his rule Japan had emerged from a seclusion which seemed inaccessible and beyond the reach of change into the forefront of the family of nations. It has become a great naval and military Power with a splendid record of stubborn and disciplined heroism. (Cheers.) She is to-day in close vital touch with the currents and movements of modern life. I cannot recall the name of any ruler in history within the limits of whose single reign progress so vast, of so much meaning both to his own subjects and mankind, had been attained. While we join in the general tribute of the whole civilised world we may be permitted a special acknowledgment of our own. Ten years ago Japan became bound to us by a Treaty Alliance. Twice since then has that Alliance been renewed, extended, and after the test of experience it rests to-day upon a firm and enduring foundation. (Cheers.) It is an Alliance not for aggression or provocation but for the defence of common interests and the development of humane ideals, but above all for safeguarding the preservation of Peace. We of this House extend to our allies and friends in the Far East the assurance of our profound sympathy with them in their bereavement and beg them to believe that we honour with them the imperishable memory of the great ruler whom they have lost. (Cheers.)

Mr. Bonar Law, who seconded, said—As the ally of Japan, through an Alliance which in troublous times has done much to secure the peace of the East, we share her loss and sympathise with the grief of the Japanese people. (Cheers.) The motion was adopted.

LATER.

Lord Greve and Lord Lansdowne, in the House of Lords, expressed the condolences of the House upon the death of the Emperor of Japan in terms similar to those of the speeches in the House of Commons.

[THROUGH REUTER'S AGENCY.]

THE LONDON DOCKERS STRIKE.

CONFLICT BETWEEN STRIKERS AND POLICE.

LONDON, August 1st.

The strikers at Victoria Dock attacked 2,000 non-Unionists, and a furious mêlée ensued in which stones, bricks, and bludgeons were used. Afterwards the police used their revolvers freely and after baton charges dispersed the rioters. Three men were sent to hospital, shot in the neck, stomach and thigh respectively, while four others had revolver wounds. Many were injured by the stones.

Similar outbreaks took place at the Albert and West India Docks. Apparently they were organised for the purpose of clearing out the free labourers.

LIGHTER MEN RESUME WORK.

At a mass meeting of the lightermen it was agreed to resume work.

A letter was read from Lord Devonport guaranteeing the former agreements and stating that the employers desired to deal justly and generously with the workmen. Peaceful work was to the paramount interest of the port, and he hoped the long struggle would terminate with good temper on both sides.

The Earl of Tullibardine appealed to the men to accept Lord Devonport's offer. Mr. Gosling also emphasised that Lord Devonport would keep his word.

CONSTITUTIONAL CHANGES IN TURKEY.

LONDON, August 1st.

Reuter's correspondent at Constantinople states that an irade has been issued granting amnesties to 130 exiles, including all the dignitaries of the old regime.

The Government has submitted to the Chamber a resolution modifying the Constitution in such a manner as to enable the Sultan to dissolve the Chamber without the assent of the Senate.

BALKAN POLITICS.

LONDON, August 1st.

The *Times* states that a conviction is gaining ground that some sort of a definite understanding, even an alliance has been effected between Bulgaria and Serbia and Bulgaria and Greece.

CRICKET SPOILED BY RAIN.

LONDON, August 1st.

The match between South Africans and the Minor Counties of England at Stoke had to be abandoned on account of rain.

Rain also caused the match between Middlesex and Worcestershire at Worcester to be abandoned. Middlesex had three points.

The match between Hampshire and Gloucestershire at Southampton was abandoned.

THE TEST MATCH.

LONDON, August 1st.

The sixth test match between England and Australia, commenced at Manchester, had to be abandoned on account of the rain.

THE TURE.

RESULT OF GOODWOOD PLATE.

LONDON, August 1st.

The Goodwood Plate run at Goodwood yesterday resulted as follows:—

Irish Marine 1
Winthorpe 2
Warlingham 3

Nine ran. Won by three lengths, half a length between second and third. The winner started favourite at 4 to 1 against, 5 to 1 against Winthorpe and Warlingham.

THE GOODWOOD CUP.

The probable starters and jockeys in the Goodwood Cup are as follows:—King William, 9.3, Maher; Tullibardine, 8.12, F. Wootton; Toofles, 8.9, Piper.

Captain W. M. Stewart, Cameron Highlanders, shortly completes his period of service as D.A.A. and Q.M.-General, Hongkong. He will be succeeded by Major R. S. Stewart, Liverpool Regiment, now serving as second in command of the 1st Battalion.

MINDEN DAY.

A PICTURESQUE CEREMONIAL.

The anniversary of the Battle of Minden in which the predecessors of the King's Own Yorkshire Light Infantry distinguished themselves was celebrated yesterday morning by the very picturesque and imposing ceremony of the troops of the colour. This took place on the Hongkong Club ground. A platform with a canopy was placed not far from the pavilion, and here His Excellency the Governor, who was accompanied by Lady May, the Misses May, and other members of his party, took the royal salute.

Prior to the ceremony, the ground was lined by soldiers standing several distances apart, and by nine o'clock a large concourse of spectators had assembled within the enclosure, while it was seen that the coigns of advantage afforded by the various buildings in the neighbourhood were utilised by large numbers of people. At the time appointed four companies, the men wearing roses on their helmets and on their breasts, headed by the band playing a lively air, entered the ground, their steady marching being favourably commented upon. As soon as His Excellency the Governor and party took their places on the platform the band played the National Anthem. Thereafter the troops under the command of Major Withycombe commenced a series of pretty and effective movements. The solemn slow march with its appropriate music was reminiscent of the dead heroes who had played their part on that memorable day which was being celebrated, and then came the lively quick march showing that the men of to-day were very much alive. The band and bugles headed the company detailed to form the escort for the colour, and with this escort the colour proceeded to the right of the troops, the soldiers standing at "the present." The flag was unfurled as the band played "Britons never shall be slaves." Then followed a few bars of the National Anthem, during which the colour was lowered. The troops advanced in column with the colour and afterwards marched past at the double. His Excellency the Governor, taking the salute. This was succeeded by the march in review order, and then the troops advanced and gave the royal salute.

His Excellency stepped forward and, speaking in a loud tone which was heard a considerable distance, addressed the troops as follows:

Major Withycombe, officers and men of the King's Own Yorkshire Light Infantry.—I am proud to take part in this year time-honoured ceremony. Every Englishman (and I use that word in its widest sense) is proud of your splendid regiment which won undying fame on the field of Minden and which has not failed in later years to add lustre to its glorious traditions. In these days when men strive to sway the Councils of the Empire with the rattle of money bags, it behoves the sons of Britain to remember that in the hour of dire necessity the wealth of the world will avail nothing without the clank of sabre, the flash of naked bayonet and the rumble of moving cannon; without the strong hands of the nation's manhood armed with the sword and trained to its use; without stout hearts instinct with disciplined obedience to instructed and skilled commanders. Therefore I pray that every Englishman (and again I use the word in its widest sense) who has witnessed your ceremony to-day or who shall read of it in the press will hasten to prepare themselves to assist you and your comrades in arms should the necessity arise; and I pray you English boys who are growing up to take your places in due course in the ranks of this fighting regiment will not fail, even as you have not failed, to carry your banners through the blood of your enemies to glorious victory for King and country. Officers and men, I salute you as brave and disciplined men, worthy successors of the heroes of Minden.

At the close he said—Ladies and gentlemen, I call upon you, taking the time from me, to give three cheers for the "Koylis."

These having been given, he called for a Hongkong "Tiger," which was loudly responded to, and then to the surprise of most people His Excellency said, "and, above all, a British lion," himself leading the roar.

This concluded the ceremony.

In the evening Major Withycombe and the officers of the 1st Batta. K.O.Y.L.I. were "at home" to a large number of guests.

A Duchess, with a stall in Church-road, Edgware-road, said to a retailer of kippers herrings: "This is Alexandra Day! Won't you buy a rose, sir? One for a penny; a bunch for a shilling!" "Certainly, my dear!" replied the merchant. "Being as how it's you, I'll have a boy's worth!" Then he offered the Duchess a pease-blossom in the shape of a blood orange. "You needn't eat now, miss," he said. "You'll want it later on; flower sellin' is thirsty business this weather. Put it in your pocket."

CANTON.

[FROM OUR OWN CORRESPONDENT.]

July 31st.

THIS morning a beggarly-looking individual who was scouring the streets around the steamer wharves for anything he could pick up found a bottle-shaped article, and after examining it could not make anything of it. He carelessly threw it to the ground and the result was a loud explosion, the article in question being a bomb left there by someone. The man who found it was seriously injured, but luckily no one else was hurt, and since at the steamer wharf there is a certain amount of open space little or no damage was done. The incident caused quite a sensation and for quite a time people did not know what to make of it. It shows us, however, that we are not yet rid of bombs and the people who are responsible for them, although the police have been so much on the alert.

It is stated that this society is forming, a sort of branch around the East Gate and people not belonging to or recognising this society are being tormented and often molested. A few days ago some coolies carrying goods outside the East Gate were stopped and robbed because they could not give some password, and people are becoming afraid in this district.

SUPREME COURT.

Thursday, 1st August.

IN APPELLATE JURISDICTION.

BEFORE THE FULL COURT.

THE PARTNERSHIP DISPUTE.

Their Lordships the Chief Justice and the Puisne Judge continued their hearing of the appeal from a judgment of the ex-Chief Justice in the case of the Fook Lung Firm v. the Lai Yuen Firm, the Shiu Kee Firm, the Cheung Poon Firm, and the Shiu Kee Firm, partners of the Yan Wo Firm, and Chan Kit Shan.

The Hon. Mr. H. E. Pollock, K.C., with whom was Mr. Eldon Potter, instructed by Mr. Reader Harris, of Messrs. Wilkinson & Grist, appeared for the appellants, and the Hon. Mr. C. G. Alabaster, instructed by Mr. Holbrow, of Messrs. Deacon, Looker & Deacon, appeared for the respondents.

Mr. Alabaster devoted the day to advancing arguments in favour of the contention of respondents that the judgment of Sir Francis Piggott should stand. He asked their Lordships to dismiss the appeal with costs.

The hearing was adjourned till Tuesday.

HOOLIGANISM IN HONGKONG.

At the Magistracy two Chinese were yesterday brought before Mr. Melbourne charged with resisting arrest and with assaulting an Indian constable.

The evidence for the prosecution was to the effect that the constable was arresting one when the other threw stones at him and the man he had in charge bit his thumb.

Defendants denied the charge.

Mr. King, Assistant Superintendent of Police, who prosecuted, said he brought the case was one of those cases of hooliganism which were not so common lately as they used to be when constables were arresting hawkers, rogues and vagabonds. If his Worship found the offence proved he would ask his Worship to take a serious view of it and punish them severely.

His Worship remarked that he had no power to award a flogging.

Mr. King—Under the Police Proclamation your Worship would have the power but, unfortunately, that has been withdrawn. The section they are charged under provides for a heavy penalty.

The first defendant (a boy) was ordered to receive six strokes with the birch, and the second was sentenced to six weeks' imprisonment and four hours' stocks.

ENGINEER DISAPPEARS.

MISSED FROM DUTY WHILE VESSEL IS AT SEA.

On his arrival at Singapore last week Captain Dunlop, of the steamer *Edendale*, had to report the loss of the third engineer of the vessel, J. C. Macqueen, aged 40. It appears that Macqueen was on watch in the early morning of the 21st ult. while the vessel was on her way to Singapore from Batavia and Cheribon and Samarang and at about 4.30 a.m. the chief engineer, Mr. Ritchie, reported that the third was missing. The vessel was turned back on her course for an hour and cruised about till daylight with a man in the look-out aloft. No trace could be found of the missing man and eventually the ship resumed her voyage. This was Macqueen's first trip on the *Edendale*. He came down from Hongkong recently by the *Ciree* and signed on for the *Edendale* at the commencement of the voyage just concluded.

PROVINCIAL CONTRIBUTIONS AND OTHERS.

The Peking correspondent of the *N. C. Daily News*, writing on the 21st ult., said:—

The loan negotiations are at a standstill, but the fact that a special committee has been formed under the temporary chairmanship of Hsiung Hei-ling, the late Minister of Finance, for the transaction of loan business, suggests that the Government are far from contemplating the abandonment of the policy of borrowing from the International Group, if satisfactory terms can be agreed upon.

Some days ago it was generally believed that a resumption of negotiations was inevitable immediately, for the reason that the independent parties prepared to deal with the Government could not possibly raise funds in Europe in amount sufficient to meet requirements. That is still believed to be the position, but it has now to be added that the provinces have been responding in some degree to the appeal of the Central Government for funds to carry on, with the result that the financial situation is temporarily easier.

If the provinces continue to remit to the capital, in support of the policy which they advocate of strenuously avoiding foreign borrowing which entails supervision, it is possible that the Government may be able to hold out longer than was expected, and may indeed tide over indefinitely, if any considerable sum can be obtained from the independent loan syndicates.

The trouble with these of course is that flotation in Europe is rendered extremely difficult by the fact that the French Government is committed to the support of the Banque de l'Indo-Chine, and is not likely to grant a quotation in the Bourse to any loan which does not entail conditions relative to supervision, while the British investor will hardly look at stock which is not floated with the approval of his own Government. While the only real markets for money in Europe, or in the world for that matter, are London and Paris, it is not clear how lenders, who are practically barred from these two places, can hope to find elsewhere more than sums too trifling to be of material use to the Chinese Government.

MONEY LENT UNSPENT.

Meanwhile an interesting situation has arisen in regard to an important fraction of the twelve million odd taels which have already been advanced by the International Group. A portion of this money was placed to the credit of the Government subject to the conditions which were to be imposed under the ultimate loan agreement. These entailed audit by an auditor appointed by the group and another by the Government, and in practice required, so far as the payment of the troops was concerned, the presentation of properly drawn-up pay-sheets and individual receipts from each soldier.

The system worked satisfactorily when applied to the payment of troops and around the capital and of the staffs of Government offices. But a serious difficulty arose when it was sought to apply the same method in Nanking, Shanghai and Chefoo, for there troops had been disbanded by means of funds temporarily borrowed locally, and the compilation of pay-sheets and the production of vouchers was impossible in the case of men who had dispersed.

It happens, therefore, that sums of Tls. 400,000 allocated to Chefoo, and Tls. 1,200,000 intended for Nanking and Shanghai, have not yet been drawn by the Government because the stipulations of the auditors cannot be complied with.

Moreover, Tls. 500,000 for Kansu has not been drawn because the Government cannot arrange for the transport of the specie to the distant west. The difficulty in regard to Chefoo, Shanghai and Nanking is thus not due to obstruction on the part of the Chinese, but is an obstacle which in ordinary circumstances would have been overcome by mutual agreement on an equitable basis.

But in view of the deadlock which has occurred, and the attitude of the Government generally on the subject of supervision, the bankers are not disposed to depart from the letter of their agreement, with the result that a sum of Tls. 2,100,000, available since June 18th, remains untouched.

MOTOR-CAR NOT A "CARRIAGE."

In reference to a recent discussion in Hongkong, a correspondent sends us the following cutting from *Country Life*:—

Motor-car owners who have become so since making their last wills and testaments should take warning, from a case recently decided by Mr. Justice Parker, and hasten to revise their testamentary dispositions in the light of their changed circumstances. The will, made in 1905, of a Derbyshire gentleman, contained the very usual legacy:—"I give to my wife absolutely all my carriages, horses, harness, and stable furniture and effects."

He then possessed a number of horses and carriages, but in 1910 he followed the prevailing practice, sold off most of the horses and carriages, and purchased a £1,000 motor-car. He died in 1911, without having altered his will, and the question arose whether the widow mentioned in the will could claim the motor-car under the above mentioned bequest. The learned judge decided that she did not. On the collection of words in which the testator meant to bequeath, he considered that the testator meant to give only such carriages as were used in connection with horses, harness, and stables. Any other decision would involve that every means of travelling which came into use after a testator had made his will was a carriage, and if it was held that a motor-car was a carriage within such a bequest, it would probably not be long before the same construction was sought to be applied to an aeroplane. Motorists and aviators should, therefore, see that their testamentary intentions are plainly expressed.

PROPOSED CHINESE ASSOCIATION IN SELANGOR.

PETITION TO THE BRITISH RESIDENT.

The following petition has been presented to the Acting British Resident of Selangor, Mr. E. G. Broadrick:—

Kuala Lumpur, 26th June, 1912.
To the Secretary to the British Resident, Selangor.

Sir,—We the undersigned Chinese Merchants and Miners residing in Selangor desire to obtain the sanction of the British Resident to found an association for the benefit of our fellow-countrymen in Selangor.

The title of the proposed society would be The Selangor Chinese United Association, and its objects would include:—

1. The promotion of peace and harmony amongst the different races of Chinese living in the States and the settlement of the mutual differences which at present divide them.

2. The education of the Chinese community in the duties of citizenship and the propagation amongst them of feelings of loyalty and attachment to the Government of H. H. the Sultan and to the British Protectorate.

3. The study of the doctrine of Confucius and the establishment of a library and reading room for that purpose of general education.

4. The encouragement of out-door games and physical exercises.

5. The establishment of a registration office for the preservation of records of Births, Marriages and Deaths amongst the Chinese community.

6. The discharge of the functions of a Friendly Society by the provision of funds for the widows and orphans of members and for the assistance of diverse charitable objects.

The formation of a committee or advisory body amongst prominent Chinese residents for the purpose of, whenever necessary, rendering assistance to Government in matters relating to the Chinese community.

We propose, with the consent of the Resident to form a fund out of the property now vested in the various guilds and temples which already exist in the town, and we believe that Towkay Loke Yew is prepared to place at the disposal of the Association the sum of \$75,000, should the Government approve of the foundation.

The rules and regulations of the Association, together with a list of the objects which it is designed to promote, would be subject to the approval of the Resident.

It is the earnest desire of all of us who venture to present this petition to encourage amongst our fellow-countrymen the pursuit of higher aims and nobler ideals than at present prevail amongst them and to co-operate with the Government in promoting their welfare and that of the whole community.

We believe that some scheme such as we have suggested is well adapted to attain the end we have in view, and we accordingly venture to ask you to submit this petition to the Resident and solicit on our behalf the favour of his careful consideration.

We are profoundly conscious that without the support and assistance of the Government our united efforts will effect but little, but we are also confident that if the Government is satisfied with the sincerity which we are prepared to offer, assistance will not be withheld. Former British Residents have on many occasions recognised how much the material wealth and prosperity of the State owes to the industry and thrift of the Chinese immigrants, and it is on their behalf that we now ask the Government which has secured for them the enjoyment of these benefits to assist in the task of elevating the standard of their moral and intellectual life.

TRADE OF STRAITS SETTLEMENTS.

Reporting on the trade of the Straits Settlements for the year 1911, the Registrar of Imports and Exports says:—

Trade in 1911, while not so satisfactory as in the previous year, was moderately good. During the first half, the piece goods business continued to advance on 1910, then a relapse took place, purchasers anticipating lower prices and holding off, so that it was not till near the end of the year an improvement was evidenced. The large cotton crop resulted throughout, and the manufactured article at home fell in sympathy, assisted by the troubles in China checking demand. A shortage of stocks here helped to keep up rates generally over those of Manchester. The Siamese dealers, anticipating a poor rice crop and lower prices, held out till the rains promised a better condition of affairs, when they began to buy later than usual. For hard goods the year was satisfactory on the whole and fair prices were realised. Stocks are light and conditions favourable for 1912. Although the figures of value exceeded those of 1910, this is attributable largely to high prices especially in rice and tin, combined with an increase in the quantity and value of Para rubber, most of which is not marketed here. The export volume of Straits produce declined in many of the principal articles of trade and prices as averaged out were stationary.

RUBBER MANUFACTURE IN JAPAN.

The report by H.M. Commercial Attache at Yokohama on the trade of Japan in 1911 states that in the electrical department of the rubber industry considerable progress has been made in Japan. The mills that exist have more capital than the majority of the mechanical rubber factories, the copper mine owners being connected with all the insulated wire mills, either as owners or as suppliers of the raw material. In the latter case they assist the mills by allowing credit on the sale of bare wire. The immediate future of the rubber industry in Japan has to contend with the lack of experienced technical men. They have up-to-date machinery, but the industry is so young in Japan that there are no native-trained rubber chemists.

AUSTRALIA AND ASIATICS.

WHERE EUROPEANS CANNOT LIVE.

"Australia's Greatest Danger" is the title of a striking article in the *National Review*. The writer, George Gascoyne, argues that this greatest danger to Australia and one of the greatest dangers to the British Empire lies in the vast unoccupied northern territory of Australia. In the two words of the Kaiser's famous phrase, the danger is the Yellow Peril. Here is a territory of 323,620 square miles, two and a half times the size of France, with a seaboard of 1,240 miles, several splendid harbours and a series of navigable rivers. It is imperfectly explored, but 162,100 square miles are classified as "indifferent," though containing mining possibilities; 148,000 square miles contain patches of good pastoral land with uncertain rainfall; 34,000 square miles are good pastoral country, and another 29,000 are first-class, both subject to intermittent tropical rain; 150,000 square miles are essentially tropical, with rainfall to correspond. In 1908 the white population of this great territory was 1,681, of whom 577 were male adults. In twenty-seven years the white male adult population increased by twenty-seven, at the rate of just one white man a year. In 1910 the white population was said to be stationary.

The article holds out no very comforting prospect as to avoiding the danger. The writer in one passage says:—

"I do not believe that any white race will ever people northern Australia and rear hardy, vigorous sons able to fight for their lives, as they would certainly have to do at some time or other. The lands of the monsoons are eternally set apart for the coloured races. I have lived many years in the tropics and have seen the white races in several tropical countries, and deeply though I sympathize with the policy of a white Australia, it is my unalterable conviction that the north can never be developed and held by whites. The pale, drawn faces of the women of the coastal districts of northern Queensland are sure testimony that all arguments."

Yet he urges the Commonwealth to pursue the policy adopted last year, to hasten on the North to South Railway and adhere to its decision to exclude coloured labour.

CHINESE LABOUR INDISPENSABLE.

The admission of coloured labour, on any terms, he argues, must prove fatal, for it must mean eventual submergence. Indentured labour from India is ruled out, for the Government of India has decided that it will no longer permit the recruiting of coolies in India, unless the labourers are allowed to receive the rights of citizenship at the expiration of their indentures, should they desire to remain in the land of their adoption. If the Indian coolie were allowed to remain, submergence would follow if he came in great enough numbers. As a matter of fact India has not enough surplus adult population properly to colonize the northern territory, and there is, moreover, the undeniable fact that the Indian coolie always gets out of field work as soon as he can.

Mr. Gascoyne is very convincing in his argument that if this territory is to be colonized by coloured labour, there is nothing for it but the yellow men. Once this is admitted he maintains that the game is up. Experience has proved that once admitted on a large scale the yellow man cannot be restricted to one area.

Even assuming that Chinese labourers could to-day be recruited on the indenture system and that they could be kept within a certain area, one thing must follow at once—the Japanese must also be admitted. "For the door could not be opened to China and slammed in the face of Japan. For a time all might be well, but in the future," says Mr. Gascoyne, "the white races are destined to become acquainted with a very different type of Chinese and Japanese from those they have hitherto encountered. Should China and Japan ever take up the cause of a swarm of their people in northern Australia there will be an end—not to the dream of a white Australia, for that will have vanished already—but of the dream of a careful separation of the white and coloured populations of Australia."

THE ONLY ALTERNATIVE.

Long before fifty years are over, it is pointed out, China will have a powerful army and navy. The two yellow empires will want to know why their brethren in northern Australia are subjected to disabilities. They will have the power to make themselves heard and will not be denied. Experience has proved that Europeans cannot stand field work in tropical countries. Langdon Parsons, for three years Responsible Minister for the northern territory and nearly six years its Government Resident, has been forced to the conclusion that the only alternative is the retention of a vast area of arable land which Australians cannot cultivate themselves and will not allow others to cultivate.

"Utilization of land is the strongest and best title to rightful ownership. It is the only justification for a white race to the exclusion of Asiatics from a wide outlet for their crowded and often starving populations. Australia geographically belongs to them, for Australasia is South Asia."

Stating that Australia is already committed to the alternative of retaining this vast territory in idleness, the writer in the *National Review* goes on:

"Asia is awake and militant and is discovering once more the secret of the sea. The swarming millions will not be content to wait for a century or two while a handful of white men try to find out whether they can live and work and breed in one of the richest regions of the world. Prof. Gregory says that the doctrine that there are no rights of sovereignty unless supported by effective occupation has only been applied to the no need to apply it to the regions of the upper Amazon and the inextinguishable deserts of central Asia. Northern Australia

is to the yellow races a Naboth's vineyard, and it lies empty and open and inviting. The nearest precedent is the case of Tripoli, which Italy has just annexed in pursuance of her economic necessities, with the sanction of every power in Europe. Is it likely that the yellow races will admit that there shall be one law for Europe and another for Asia? Only until they get sufficient ships and guns."

DEPARTURE OF U.S. MARINE GUARDS.

AN HISTORIC INCIDENT FOR YOKOHAMA.

Since the day of the opening of Yokohama to foreign trade in 1858, says the *Japan Gazette*, there have always been contingents of foreign troops in the foreign settlements—until to-day, when the last contingent of the U.S. cruiser *California* home, never to return. Gradually, as Japan advanced in the scale of nations, the various details of troops from Great Britain, France, etc., have been withdrawn, but by some persistency of official red-tape, or otherwise, the Marine Guards of the U.S. Naval Hospital were retained. It is not known just why they have been withdrawn at this time but their duties were not onerous and it is supposed that it has dawned upon some subdivision of some State Department that they were superfluous here. Nevertheless, they constituted the last contingent of foreign troops regularly stationed in Yokohama, and their departure is thus historically notable.

It was only a little contingent after all—a band of seven men in charge of Sergeant George Warrell, who boarded the *California* for home. Sergeant Warrell, it should be mentioned, was Admiral Dewey's orderly on the famous *Olympic*, and had resided in Japan for 14 years, making many friends in Yokohama during his sojourn.

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CHATER ROAD.

Always have on hand a very large complete stock of

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In testing the sight for glasses. Your eyesight is the most precious of your senses and you cannot afford to jeopardise it by using incorrect lenses or ill-fitting frames. We are competent professionally, and we have the equipment to satisfy ourselves and to satisfy YOU what is best for your eyes. If a physician is needed we will so advise you. Lenses ground and polished on the premises.

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SCIENTIFIC OPTICIANS
40, BLOOMSBURY, LONDON, W.C.

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NEW ADVERTISEMENTS

NOTICE.

SATURDAY, 3rd August, being the anniversary of H.M. KING HAARON OF NORWAY, Mr. EITZEN, the Vice-Consul of Norway, will be "At Home" at his Office, York Building, from 11.30 to 1 o'clock. Hongkong, 2nd August, 1912. [953]

BANK HOLIDAY.

IN Accordance with Ordinance No. 5 of 1912 the EXCHANGE BANKS will be CLOSED for the Transaction of PUBLIC BUSINESS on MONDAY, the 5th instant. Hongkong, 2nd August, 1912. [954]

SARAWAK GOVERNMENT COLLIERIES.

NOTICE IS HEREBY GIVEN that Mr. H. F. MAY has CEASED to be General Manager of these Collieries and that Mr. THOMAS LEWIS has been placed in charge at Brokerton and Labuan. This will cause no difference in the Supply of Coal to Ships either at Brokerton or Labuan Wharves.

By Order. F. H. DALLAS,
Treasurer of Sarawak.
Sarawak, 22nd July, 1912. [955]

A NOLD ESTABLISHED SHEFFIELD HOUSE, actual manufacturers of Cutlery, Spoons and Forks, Tools of all descriptions and Steel of high quality, dealing with all important overseas ports, desire to get into communication with a HONGKONG Firm with a view to arranging an AGENCY.

This Sheffield Firm of Manufacturers and Merchants is further well placed for the Supply of all kinds of Metals, Machinery and General Sundries. Write with full references to Box 11712, T. B. BROWN'S ADVERTISING OFFICES, 165, Queen Victoria Street, London, England. [956]

ALBERT FRIEDLAENDER
Berlin No. 13.
MANUFACTURERS OF CAPS.
WHOLESALESMEN OF HATS.

ALWAYS LARGE STOCK OF SOFT and STIFF FELT HATS for Gentlemen and Boys, regular and in lot. 7.50, 9.00, 10.50, 12.00, 13.50, 15.00, 16.50 Marks to 25.00 Marks per dozen. Straw, Bast and Panama Hats at all prices. Caps for Gentlemen and Boys in all new shapes. Bicycle Caps from 2.50 Marks per dozen. Caps for Sporting Clubs from 3.00 Marks to 9.00 Marks per dozen and above. Price-list gratis and post-free. [957]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"ARCADIA"
Arrived Hongkong on 1st August, 1912.
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where such Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo—
From London, &c., ex ss. "Sumatra,"
"Egypt" and "Medina."
From Persian Gulf, ex ss. B. I. S. N. and B. & P. S. N. Co.'s Steamers.
Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared within 8 days including date of arrival will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.
Damaged packages must be left in the Godowns for examination by the Consignees' and the Company's Surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised. No claims will be admitted after the goods have left the Godowns.

H. W. D. SHALLARD,
Acting Superintendent.
Hongkong, 1st August, 1912. [1]

SHANGHAI CLUB.

APPLICATIONS are invited for the post of SECRETARY to the Club. The Secretary is not allowed to be a member of the Club. Preference will be given to an applicant who is willing to reside in the Club, but the Committee are prepared to consider proposals to combine the work of Secretary with outside work.

Apply by letter only, addressed to—
THE CHAIRMAN,
SHANGHAI CLUB.
Shanghai, 29th July, 1912. [956]

LIGHTERAGE.

THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities.

[423]

PUBLIC COMPANIES

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE NINETY-SECOND ORDINARY HALF-YEARLY MEETING of SHAREHOLDERS in the Company will be held at the Office of the Company, Hotel Mansions, on TUESDAY, the 6th August, at 12 o'clock Noon, for the purpose of receiving a Report of Directors, together with a Statement of Accounts, declaring a Dividend, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from the 23rd July to 6th August, both days inclusive.
By Order of the Board of Directors.
W. E. CLARKE,
Secretary.

Hongkong, 12th July, 1912. [905]

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY HALF-YEARLY MEETING of the SHAREHOLDERS in this Corporation will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of August, 1912, at Noon, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts to 30th June, 1912.

The REGISTER of SHARES of the Corporation will be CLOSED from MONDAY, the 5th August, to SATURDAY, the 17th August, 1912 (both days inclusive), during which period no transfer of Shares can be registered.
By Order of the Court of Directors,
N. J. STABB,
Chief Manager.

Hongkong, 1st August, 1912. [950]

WANTED

A FIRST CLASS ARCHITECTURAL DRAUGHTSMAN with Sound Knowledge of Design and Construction. Permanent and Good Prospects for Able Man. Write, giving full particulars of age, experience, qualifications and Salary required to—
Box No. 57,
Care of "Daily Press" Office.
Hongkong, 27th July, 1912. [942]

WANTED.

BY EUROPEAN FIRM doing large business in Imports and Exports, a COMPRODORE. Cash Security of at least \$50,000 required.
Apply to—
A. B.,
Care of "Daily Press" Office.
Hongkong, 30th July, 1912. [948]

WANTED.

ASSISTANT for an ABERATED WATER FACTORY, some Knowledge of Machinery, and Experience in Handling Chinese Labour essential.
Apply—
A. B. C.,
Care of "Daily Press" Office.
Hongkong, 27th July, 1912. [943]

FOR SALE

FOR SALE OR TO LET.
Furnished or Unfurnished.

"LEWKNOR," No. 116, The PEAK. Possession October 15th, 1912. Full Particulars of Price or Rent can be obtained from—
Messrs. JOHNSON, STOKES & MASTER, Solicitors,
Prince's Buildings, 10a House Street.
Hongkong, 26th July, 1912. [939]

For a Change

Try our

AUSTRALIAN LAMB.

You will be delighted with the result.

THE
DAIRY FARM CO., LTD.

[30]

GRACA & CO.

FRANKLIN ST. (Hongkong Hotel Building),
Dealers in
POSTAGE STAMPS, VIEW POST CARDS, FLOWER SEEDS, CIGARS, BOOKS, TOYS, &c.
Just Received a Fine Selection of BABY DOLLS
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CHINESE DRESSES. [968]

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LACE CURTAINS

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IN NEW DESIGNS.

CASEMENT CLOTHS

THE LATEST SHADES.

ART LINENS

AND

CRETONNES

SEND FOR PATTERNS.

LANE, CRAWFORD & CO.

[51]

TO LET

TO LET.
"A BERTHOLWIN," Peak Road, from 15th July.
SHOP with GODOWN attached, Nathan Road, Kowloon.
KOWLOON MARINE LOT No. 48 with WEAR.
Apply to—
HUMPHREYS ESTATE & FINANCE Co., Ltd.,
Alexandra Buildings.
Hongkong, 10th July, 1912. [869]

TO LET.

ON 2ND FLOOR, No. 2, PRINCE STREET. ONE-ROOMED OFFICE.
Apply Property Office,
JARDINE, MATHESON & Co., Ltd.
Hongkong, 23rd May, 1912. [733]

TO LET.

NO. 12, BEAUFIELD ARCADE.
First Floor,
No. 13, BEAUFIELD ARCADE,
First Floor.
"THE CASTLE," 2-Roomed House.
LARGE ROOMS, Central Position, Cheap Rent.
1 SMALL GODOWN in Duddell Street (Godown D).
"ROGATE" Austin Road, Kowloon, from 1st April.
For Sale. "HARTING and ROGATE" on part of Kowloon Island Lot No. 1154.
For Sale, with or without Furniture. "TOB CHEST" No. 8, The PEAK, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands.
Apply to—
LINSTEAD & DAVIS,
3rd Floor, Alexandra Buildings.
Hongkong, 1st August, 1912. [122]

TO LET.

OFFICES in King's Building.
Apply—
THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd.
Hongkong, 1st August, 1912. [121]

TO BE LET.

SHOPS AND OFFICES, IN
ALEXANDRA BUILDINGS.

Apply—
A. S. WATSON & Co., Ltd.,
Alexandra Buildings.
Hongkong, 22nd May, 1912. [123]

TO LET.

"GREENMOUNT," situated at 10, BONHAM ROAD. Newly renovated and comfortable for a suitable Residence. Nice View of the Harbour and Adjacent Islands. Reasonable Rent.
Apply—
No. 4, RIFON TERRACE,
Bonham Road.
Hongkong, 27th July, 1912. [944]

BANKS

THE BANK OF TAIWAN, LIMITED
(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,500,000

HEAD OFFICE: TAIPEI, FORMOSA.
BRANCHES AND AGENTS:
Amoy, Swatow, Tientsin,
Anking, Kobe, Yantai,
Canton, Nagasaki, Tokyo,
Fookchow, Osaka, Yokohama,
Keelung, Shanghai.

HONGKONG OFFICE:
3, DES VOUX ROAD.
Interest allowed on Current Accounts.
Deposits received on terms which may be had on application.
K. TSUDZURABARA, Manager.
Hongkong, 1st May, 1912. [637]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.
INTEREST on deposits is allowed on the Minimum Monthly Balances at 3½ per cent. per annum.
Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.
For the HONGKONG AND SHANGHAI BANKING CORPORATION,
N. J. STABB,
Chief Manager.
Hongkong, 1st July, 1911. [20]

INTERNATIONAL BANKING CORPORATION.

HEAD OFFICE: 60, Wall Street, New York.
LONDON OFFICE: 36, Bishopsgate, E.C.

BRANCHES:
Bombay, Calcutta, Canton, Cebu, Colon, Hankow, Hongkong, Kobe, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.

CAPITAL AND RESERVE ... \$6,800,000
about \$1,400,000

EVERY DESCRIPTION OF BANKING BUSINESS transacted.
CURRENT ACCOUNTS opened on the usual terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. per annum, or for shorter periods, at rates which may be ascertained on application.

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THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the World.
COMMERCIAL LETTERS OF CREDIT issued.
PURCHASE and SALE of Stocks and Shares effected.

TRAVELLERS' CHECKS sold and cashed.
GEORGE HOGG,
Manager.
9, Queen's Road
Hongkong, 30th July, 1912. [644]

BANKS

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL ... £1,500,000
SUBSCRIBED ... £1,125,000
PAID UP ... £625,000
RESERVE FUND ... £350,000

HEAD OFFICE:
40, Threadneedle Street,
LONDON, E.C.

BRANCHES:
Bombay, Calcutta, Hongkong, Kanton, Madras, Rangoon, Shanghai, Singapore, Penang, Kuala Lumpur, F.M.S., Hongkong, Shanghai.

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LONDON JOINT STOCK BANK, LTD.
Every description of Banking and Exchange business transacted. Stocks and Shares bought and sold on account of Constituents. Letters of Credit granted on Agents and Correspondents all over the world.
INTEREST allowed on Current Accounts at 2 per cent. per annum on Daily Balance and on Fixed Deposits at rates which may be ascertained on application.
F. C. MACDONALD,
Manager.
Hongkong, 29th March, 1912. [909]

NEDERLANDSCH-INDISCHE HANDELSBANK.
(NEDERLANDS INDIA COMMERCIAL BANK).

ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Paid up Capital Fl. 12,401,050 (£1,033,421).
Reserve Fund Fl. 3,252,157.01 (£271,015).

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HEAD AGENT: BATAVIA.

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THE WILLIAMS & WATSON BANK,
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BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on Daily balances and accepts Fixed Deposits at the following rates—
12 months 4½ per cent.
6 do. 4½ do.
3 do. 3½ do.

E. J. H. VAN DELDEN, Acting Manager,
No. 8, Des Vaux Road Central.
Hongkong, 17th May, 1912. [22]

THE
YOKOHAMA SPECIE BANK
LIMITED.

AUTHORISED CAPITAL ... Yen 48,000,000
PAID-UP CAPITAL ... Yen 30,000,000
RESERVE FUND ... Yen 17,500,000

HEAD OFFICE—YOKOHAMA.
Branches and Agencies at:
Amoy, Canton, Hankow, Harbin, Hongkong, Kobe, London, Lyons, Nagasaki, Peking, San Francisco, Shanghai, Singapore, Tientsin, Yokohama.

INTEREST ALLOWED ON CURRENT ACCOUNTS.
Deposits received for fixed periods at rates to be obtained on application.
TAKAO TAKAMICHI,
Manager.
Hongkong, 1st April, 1912. [443]

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL ... \$15,000,000
RESERVE FUNDS—
STERLING ... \$15,000,000 at 2½ = \$15,000,000
SILVER ... \$16,750,000

RESERVE LIABILITY OF PROPRIETORS \$15,000,000

COURT OF DIRECTORS.
E. SHILLIM, Esq., Chairman.
F. H. ARMSTRONG, Esq., Deputy Chairman.
Andrew Forbes, Esq., G. H. Medhurst, Esq., G. S. Gubbay, Esq., Hon. Mr. C. H. Ross, G. R. Laurence, Esq., H. A. Slope, Esq., F. Lieb, Esq.

CHIEF MANAGER:
Hongkong—N. J. STABB.

ACTING MANAGER:
Shanghai—A. G. STEPHEN.

LONDON BANKERS:
LONDON COUNTY AND WESTMINSTER BANK, LIMITED.

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On Current Account at the rate of Two per cent. per annum on the Daily Balance.

ON FIXED DEPOSITS,
For 3 months, 2½ per cent. per annum.
For 6 months, 3½ per cent. per annum.
For 12 months, 4 per cent. per annum.

N. J. STABB,
Chief Manager.
Hongkong, 2nd May, 1912. [19]

THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.

INCORPORATED BY ROYAL CHARTER, 1853.
HEAD OFFICE—LONDON.

PAID UP CAPITAL ... £1,200,000
RESERVE FUND ... £1,650,000
RESERVE LIABILITY OF PROPRIETORS ... £1,200,000

FOREIGN EXCHANGE and General Banking business transacted.
CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

WM. DICKSON,
Manager.
Hongkong, 12th April, 1912. [133]

AUCTION

G. R.
PUBLIC AUCTION.

PARTICULARS AND CONDITIONS of the letting by Public Auction Sale, to be held on TUESDAY, the 6th day of August, 1912, at 3 P.M., at the Office of the PUBLIC WORKS DEPARTMENT, by Order of HIS EXCELLENCY THE GOVERNOR, of Two Lots of CROWN LAND below Kennedy Road, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at CROWN RENTS, to be fixed by the Surveyor of HIS MAJESTY THE KING, for one further term of 75 years.

PARTICULARS OF THE LOTS.

No. of Lot.	Locality.	Boundary Measurements.	Contents.	Annual Rent.	Upset Price.
1.	Lot 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100.	100 feet by 100 feet.	100 Acres.	2000 \$.	20,000 \$.

NOTHING BETTER FOR THE SEASON!
JUST RECEIVED.

STYLISH Bathing Dresses and Caps.
Finest Voiles, Striped, Flowers and Fancy.
Finest Muslins, Plain and Dotted.
Embroidered Materials, &c., &c.
You will find our range incomparable for Quality, Style and Prices.

HOOSAIN-ALI & Co.
No. 14, Queen's Road Central,
Corner of Zettland Street, Hongkong.
Hongkong, 13th May, 1912. [950]

水汽水力通士

HOME-MADE
MINERAL WATERS
—BETTER THAN
FACTORY-MADE.

Why continue purchasing factory-made Mineral Waters? Make your own Mineral Waters at home at a cost of 90 cents a dozen. A DOZEN SYPHONS. Then you know the water is pure, and contains no disease germs. With the

"PRANA"

SPARKLET SYPHON
and a dozen Balbs you can make a dozen Syphons of delicious Mineral Water, and the cost is less than if you buy factory-made Mineral Water. All Chemists and Stores sell "PRANA" SPARKLET SYPHONS and BULBS.

Price of
SYPHON \$2 each. | BULBS 90 cts. per box.
Wholesale Price—
SYPHON per doz. ... \$16.00 F.O.B.
BULBS per doz. boxes ... \$ 8.00 F.O.B.

KWONG SANG HONG, LTD.,
WHOLESALE AGENTS,
246 and 248, Des Vaux Road, Central,
HONGKONG.

行發總
行生廣港香
公司限有 [889]

FOR SALE.

GAS COMPRESSOR with ELECTRIC MOTOR and FITTINGS. Will increase ordinary lighting power by 25 per cent. without extra cost.

Apply—
MANAGER,
"Hongkong Daily Press" Office.
Hongkong, 13th March, 1912.

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AT THE
HONGKONG DAILY PRESS
OFFICE.

NEW AND UP-TO-DATE
PLANS OF THE SI-KIANG

OR
WEST RIVER.

PRICE ONE DOLLAR.

Giving all the Important Towns en route
from CANTON to WUCHOW

JOHNSTONE'S

M.P.



"The Favourite Scotch."

OBTAINABLE EVERYWHERE.

H. RUTTONJEE
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FASHIONS AND FANCIES.

SMART HAIR ORNAMENTS.

Some of the best known milliners in London are selling head-dresses as well as hats and bonnets, which proves that headgear takes a foremost place in the adornment of the modern woman. Some of these are simply bands of velvet swathed round the head and finished with an aigrette, but, simple as this sounds, it is an adornment impossible to arrange at home, needing skilled and experienced hands. A crownless pork-pie hat is another, with a white osprey at the side, the hat itself swathed with crepe-de-chine. Little mob caps of gold tissue hung with fringe are among those displayed, and others are lace caps trimmed with "pearls and diamonds." Glass ospreys are also novel, and are certainly preferable to those stolen from the bird at the cost of much suffering. At the Opera last week a gold cap was seen with a diamond at each intersection of the braid of which it was composed; over the ears fell long fringes of gold and diamonds, the latter of course artificial, but very clever imitations of the costly stone. It entirely covered the hair except for a few flatly plastered curls on the forehead.

PORK-PIE HATS.

A well-known pretty countess wore a pork-pie hat at Ascot, and this has caused a demand for this more curious than beautiful style of headgear. Artistic milliners tell their customers that the style of hat must depend for its success upon the kind of coiffure, and this is even more true of the pork-pie than of other shapes; unless the hair outpurses it in the whole of its circumference the little hard round looks as though it had alighted by chance on a position which it by no means adorns. The turban, on the other hand, can be adapted in shape to any coiffure. Its folds are swathed by careful manipulation to follow the lines of the head, and its success may be very artistic. The last appearance of the pork-pie hat was in conjunction with the chignon which hung down over the neck, and the little velvet circle was often completely out of the picture. But since those days the world has taken lessons in artistic dressing, and is supposed to have advanced greatly along the line of beautiful and tasteful arrangements.

THE CARTWHEEL HAT.

Another reason for the pork-pie looking insignificant and even ridiculous is its contrast with the spreading brims of the moment. The enormous hat is absolutely larger than ever, and though there is no denying that it makes a very becoming frame for the face, yet its convenience is so great not only to the wearer, but to those seated next her in crowded conveyances, on grand stands at races, at the recent Horse Show, and elsewhere, that a distinct opposition has begun to be felt towards it, not only by women, but by men. Still, there is one thing to be said for it, and that is that the immense brims protect those sitting near from the assault of the hat-pin. Without wishing to pose as the devil's advocate in favour of the immense hat, one is in justice forced to allude to this advantage it possesses.

SOME BECOMING TOUCHES.

Some of the most becoming touches of the moment are those made of swathed silk or gauze or lace arranged in long folds entirely round the frame and furnished at the left side or in front with a feather, which fashion allows to be a foot or so in height, but which good taste confines to more moderate limits. One of these is in striped black and grey gauze, the folds very softly and symmetrically, and at the same time, as it were, carefully arranged; an immense pink rose at the back covers the stem of a fluffy black ostrich feather which curls over towards the front of the hat, making a very graceful finish. Lace touches and hats are getting more and more fashionable as the season progresses. They are very light, and in this way have a superiority over some of the very large hats, which in straw are extremely heavy and conducive to headache.

ABOUT SUNSHADES.

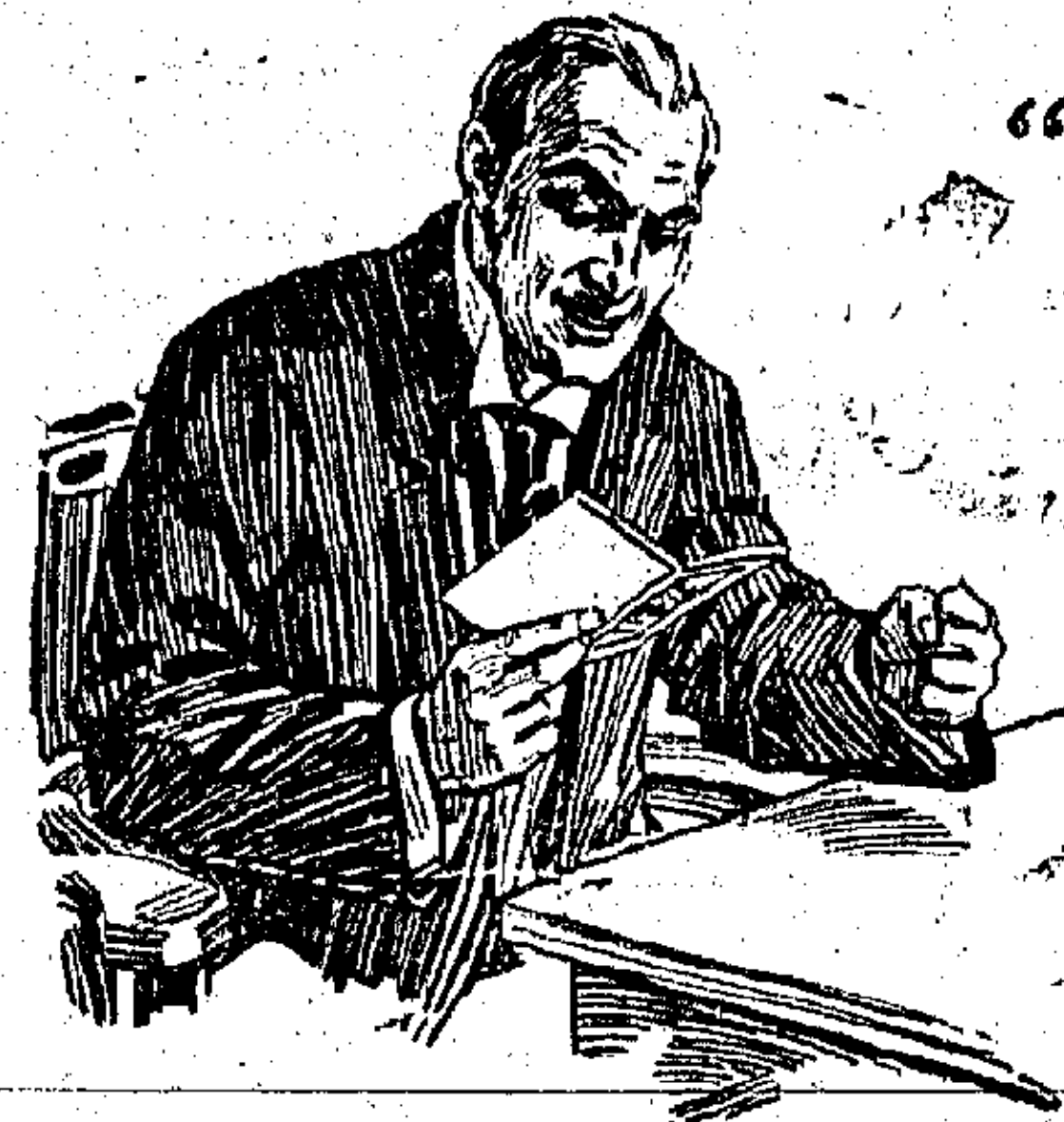
The sunshade of this season is varied indeed. Some are of the Victorian shape, others are larger than any that has been seen for several years, but the latest is the lamp-shade parasol, hexagonal, with a flat top, and mounted on a long stick. One of these, in cherry-coloured taffetas, has the owner's initials carried out in carbuncles. Some of the sunshades seen at Ascot had wonderful jewelled handles, one lady in particular, a beautiful young Marchioness, displaying her monogram in diamonds and turquoises, the sunshade itself being white silk, lined with palest blue chiffon. A very convenient kind of parasol is that which has the handle—usually a large-sized crook—emerging from the top, the long-pointed stick having the ferrule at its end. Many of the sunshades are frilled round the edge with silk, and some with fringe, but the latter has an expediting way of catching in the hat trimmings, becoming entangled in the grapes so often used, or in the flowers and foliage.

A PASSING FASHION.

It is so much the fashion to cover the collar and lapels of the coat with a lawn, crocheted or lace collar, that those who do not follow the rule have rather a dingy and unfinished look. It is a style that, for some reason, never lasts very long, and a friend just returned from Paris tells us that some of the best-dressed women seen in the Bois and on the Champs Elysees have already abandoned it, wearing only a perfect bloom of other lace or crocheted in the left buttonhole. The fact is that cheap imitations of exquisitely embroidered lawn and linen have become so common as to discredit the mode, and no one takes fright sooner at this state of things than the well-dressed Parisienne.

SOME PARTICULARS ABOUT COATS.

The smart coat of the moment is cut away at the waist and worn rather short, reaching only to the hips. It may be in



"Ah, This Is
What I
Need
for My
Nerves"

The Hon. Mr. Justice

Robertson,
Judge of the Supreme
Court, Lahore, Punjab,
writes:—"My experience
with Sanatogen has been
very favourable. I took
it for some months during
the most trying season of
the year, and found it a
great strengthener."

Sir Charles A. Cameron,

C.B., M.D., etc.,
writes:—"Sanatogen is a
substance of the highest
nutritive value, contain-
ing as it does a large
amount of organic phos-
phorus, in exactly the
form in which it can be
easily absorbed. It is an
excellent nerve food."

Mr. Shirley Tennant,

Editor of "Capital," 98,
Clive Street, Calcutta,
writes:—"I cannot speak
too highly of Sanatogen,
it not only kept me up
during a sharp attack of
fever, but afterwards re-
stored me once more to
full vigour. In fact, I
was better and stronger
after this course of Sanatogen
than before the attack."

"The Medical Times"

says:—"There is no doubt
whatever that the nutri-
tion of patients taking
Sanatogen improves won-
derfully, due, in all pro-
bability, to its being easy
of assimilation and to the
organic absorbable phos-
phorus which it con-
tains."

Sir Gilbert Parker, M.P.,

the popular Novelist,
writes:—"I have used
Sanatogen in a number of
cases, mainly of a nervous
or neurasthenic origin,
and have obtained excel-
lent results."

Prof. Dr. G. A. Ewald,

of Berlin University,
writes:—"I have used
Sanatogen in a number of
cases, mainly of a nervous
or neurasthenic origin,
and have obtained excel-
lent results."

exclaim: the man who has read what physicians and their patients say about the wonderful achievements of Sanatogen—the food tonic with lasting effects.

He has read the reports of physicians, ringing with praise of its value, the opinions of leading authorities, convincing beyond words, and the personal experiences of famous men and women who by the use of Sanatogen have obtained new vigour and health. He has read how it is composed of the two life-giving substances—pure milk-proteid and organic phosphorus—how scientific and certain is their action upon a debilitated nervous system.

Inspired with confidence he starts the use of Sanatogen. He feels the wonderful beneficial action of Sanatogen, its rejuvenating effect upon the nervous system—how much better appetite and digestion—how much greater power of endurance—how much improved strength of body and mind! There has been won another devotee of

SANATOGEN

The Food Tonic

and every day, in every land, thousands of men and women are thus given a new lease of health, new strength and vitality, a new joy of living! Indeed, the history of Sanatogen is a wonderful record of aid to those whose nerves have become worn and tired.

"A Martyr to Malaria."

The revivifying, strength-giving effects of Sanatogen are most remarkable in cases of convalescence after Malaria, Dysentery, Enteric Fever and other exhausting tropical diseases. Here is a case in point:—

Mr. Thomas Lyan, c/o Presidency Post Master, G.P.O., Calcutta, writes:—"I had been a martyr to Malaria for four years, becoming weaker and weaker, with the natural run-down condition and brain fog, nervousness and Dyspepsia. Sanatogen was strongly recommended by a friend, and I am delighted to say that only two bottles have made an extraordinary difference for the better—nay, for the best. I shall always highly recommend Sanatogen everywhere I go."

Try Sanatogen To-day.

Over fourteen thousand letters from practising physicians pay eloquent tribute to the splendid properties of Sanatogen as an upbuilder of nerves and vitality. That is why Sanatogen stands supreme as the food tonic of intrinsic merit and proven effect. That is why you may use Sanatogen with the utmost confidence, with every assurance that it will lastingly benefit your health. Get a bottle to-day. Write for a copy of a most interesting booklet, "The Art of Living," by Dr. Andrew Wilson, which will be sent free to all mentioning this paper on application to A. WILKINS & Co., Kinkiang Road, Shanghai. Sanatogen can be obtained of all Chemists.

the same material as the skirt, or in tulle of any colour. The collar is almost invariably turndown, and is in a contrasting shade with that of the coat itself. The jabot has come into its own again, and the one-sided effect is beginning to disappear, it, too, having become very common. Some of the new coats have pockets, but the relief given by these is but trifling, since they are firmly fastened down at each side by large buttons, and the space left between is insufficient to accommodate more than the very flimsiest handkerchief folded very flat. Tailors and dress-makers are more rigid than ever in their opposition to the pocket, throwing, as it does, the line of the figure out of drawing.

FASHIONS IN DOGS.

Little dogs are in again, as the fashion-able accompaniment of smart women, and there is much emulation about the jewelry worn by these small noisy creatures. Bracelets even are pressed into the service, and one wonders what the little animals think of their precious adornments. One of them was noticed at a reception last week busily trying to scratch its bracelet off. As it was composed of sapphires and diamonds set in an expanding trellis of gold, the owner showed some annoyance when her attention was directed to this very natural performance. Many smart women have gowns made to match the coat of their favourite lapdog. —X. AND Z. in the Globe.

FIRST LONDON DIRECTORY.

CITY MERCHANTS IN 1677.

The first London directory, which was sold at Sotheby's the other day, from the Huth library, bears about the same comparison to the London postal directory of the present day that a mouse bears to a lion.

A representative of *The Observer* found it to be a small octavo book of 120 or 130 pages. Sir William Tite, once its owner, had the little book handsomely bound and its well-preserved pages edged with gilt. From its title-page we see that it is:—

A COLLECTION

of the

NAMES

of the

MERCHANTS.

Living in and about

THE CITY OF LONDON.

Very Useful and Necessary.

We are also assured that it has been:—"Carefully collected for the benefit of all dealers that shall have occasion with any of them; directing them at the first sight of their name to the place of their abode."

It was printed in London, in the year 1677, for Sam Lee "and sold at his shop in Lombard-street, near Pope's Head-alley, and Dan Major, at the Flying Horse, in Fleet-street."

In the reign of Charles II. books had to be licensed, just as plays have to be at the present time. Accordingly, on the page facing the title, we read:—

Licensed on October 11, 1677.
Roger I. Exranger.

The directory opens with a preface "To the merchants and traders of the City of London":—"Gentlemen,

"Although the publishing of the ensuing pamphlet (or catalogue) may at the first view seem to several persons a ridiculous and preposterous attempt, yet the author of this poor collection humbly hopes that it will not be exploded or rejected by you, for whose ease and convenience (together with your foreign correspondents) he principally intended it."

Each page contains some twenty names and addresses, the former being printed in clear black Old English type and the latter in italics.

There were many odd names amongst the merchants of London three hundred years ago. Those beginning with "O" may be taken as typical:—

Mr. Ondick
Mr. Olevarez
Robert Olmuis
Richard Oldworth
Thomas Onslow
Peter Ondley
Justin Ongar
Abra Ongar
William Onwood
Peter Onguld
Note, too, the "V's" amongst the "V's"
Vanderbuisten
Vandorhoeven
Vanbresigian
Vandamdyt

And there was also Calch Verbeck, who lived at the Pickled Herring. Many of the addresses, indeed, were as quaint as the names:—

Daniel Axtell, to be spoken with at the sign of the Purse in Loathbury.
John Barrok, Execution dock.
Adam Bellem, Dice-key.

WM. POWELL, LTD.

TELEPHONE 346.

CRETONNES

EXCLUSIVE DESIGNS

FOR
WASHING
BED VALANCES.

LOOSE COVERS.
CUSHION COVERS.
CURTAINS.
MANTEL DRAPERIES.

[636]

BUGLE BRAND

Annual
18 SalesOver 1,000,000
dozen bottles.

BOTTLING of
BASS' ALE
GUINNESS' STOUT.

The Original Bottles of Bass' Ale.

M. B. FOSTER & SONS, LTD.

LONDON.

GARNER, QUELCH & Co.,

TELEPHONE 636.

SOLE AGENTS.

[128]

Van
Houten's
Cocoa

Robert Blackman, at a Barber's, Iron-monger-lane.

Roger Bradley, Bishopsgate-street, over against the Post House.

Will Crisp, Cheapside, at the Hen and Chickens.

Thomas Davitts, Moorfields, near the postern by Petty France.

Mr. Holsted, at a packer's in Nicholas-lane.

The widow of lawyer Martell in Fenchurch-street.

John Morgan, lodger, at Mr. Hopgood's, Throgmorton-street.

George Stainpel, a stationer, near the Exchange.

Thomas Smith, backside the Exchange at a packer's.

Early Stephenson, at Billingsgate every morning.

Lombard-street, Fenchurch-street, and Lothbury, as we have seen, were spelt differently in those early days. We also find Whitechappell, Bloomsberry, Fell-mall and Bodnal Green.

The great family of Smith, Brown, Jones and Robinson had not then spread so far over London as it has now. There

were amongst these merchants but eighteen Smiths, ten Browns, nine Jones and four Robinsons. The Cooks, Halls, Hills and Kings were almost as numerous.

In a directory of merchants literature could not, of course, hope to be represented. But we find at an address in Broad-street Alexander Pope, probably the father of the poet, and there are also a Pops and a Steels in the list.

At the end of the directory is "an addition of all the Goldsmiths that keep running cashes"—probably the bankers of the day—and amongst them:—

Richard Blanchard and child, at the Marygold, in Fleet-street.

Mr. Coggs, in the Strand, at the King's Head.

Benjamin Hinton, at the Flower de Lucie, in Lombard-street.

James Herriot, at the Naked Boy, in Fleet-street.

James Johnson, at the Theatre Flower de Lucie, in Lombard-street.

Messrs. Ellis bought the Directory for £17 10s.—a very low price. At the sale of Sir William Tite's library in 1874 it fetched £18 5s.

When
on the Sick-list

a man's usefulness and enjoyment of life are about nil. He feels perhaps a burden to himself and a trouble to others. The cheerfulness natural to him is sadly overcast by the depression caused by continual indisposition. The sun of Good Health lies behind a black cloud, and before the warm rays can again rejoice him, that cloud must be dispersed. If such is your experience you should

Take

steps to ensure an immediate return of health and strength. This means that you should put your digestive organs in perfect order—cleanse the liver—regulate the bowels and kidneys—purify the blood—tone up the nervous system. To effect this thoroughly and completely you should put yourself through a course of that medicine which has proved of such exceptional value in so many cases—namely

**Beecham's
Pills**

Sold every where in boxes, price 6d. (30 pills), 1/6 (60 pills) and 2/6 (120 pills).



Superior to Emulsions or Cod Liver Oil.
Each tiny Murrehuol capsule represents the medicinal value of a teaspoonful of oil.
Recommended at the Paris Academy of Medicine, for loss of appetite and flesh, to patients with consumptive tendencies.
Sold in bottles of 100 Capsules, sold by all Chemists.

113-5

THE NEW FRENCH REMEDY.
THERAPION NO. 1
CURES CHANCER, SYPHILIS, WITHOUT INJECTIONS.
THERAPION NO. 2
CURES GONORRHOEA, BLINDNESS, RASH, LEUCORRHOEA, ETC.
THERAPION NO. 3
CURES GONORRHOEA, BLINDNESS, RASH, LEUCORRHOEA, ETC.
SOLD BY ALL CHEMISTS. PRICE IN ENGLAND, 2/6 PER BOTTLE. IN FRANCE, 1/2 FRANC PER BOTTLE.
SOLD BY ALL CHEMISTS. PRICE IN ENGLAND, 2/6 PER BOTTLE. IN FRANCE, 1/2 FRANC PER BOTTLE.
THERAPION
SOLD BY ALL CHEMISTS. PRICE IN ENGLAND, 2/6 PER BOTTLE. IN FRANCE, 1/2 FRANC PER BOTTLE.
SOLD BY ALL CHEMISTS. PRICE IN ENGLAND, 2/6 PER BOTTLE. IN FRANCE, 1/2 FRANC PER BOTTLE.

GOING HOME.

A HOLIDAY AT HOME AND A WAY
TO GET THERE THAT'S A HOLIDAY.

WHY NOT

See the beauties of Japan, of Honolulu, (the Paradise of the Pacific), of California, of Colorado, and the fascinations of Niagara, San Francisco, Chicago and New York.

AND THE WAY

Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

PACIFIC MAIL S.S. CO.

Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water." Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterer of International Repute.

The Cost: is not more by this route with its unrivalled opportunities, than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £45 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular Civil Service, on application.

STEAMERS.	Tons	Starting	1912
MONGOLIA	27,000	TUESDAY, 6th Aug.	at 1 P.M.
PERSIA	9,000	TUESDAY, 27th Aug.	at 1 P.M.
KOREA	18,000	TUESDAY, 3rd Sept.	at 1 P.M.
SIBERIA	18,000	TUESDAY, 17th Sept.	at 1 P.M.
CHINA	10,200	TUESDAY, 24th Sept.	at 1 P.M.
MANCHURIA	27,000	TUESDAY, 1st Oct.	at 1 P.M.
NILE	11,000	TUESDAY, 15th Oct.	at 1 P.M.
MONGOLIA	27,000	WEDNESDAY, 23rd Oct.	at 1 P.M.

* INTERMEDIATE STEAMERS.

LET US PLAN AN ITINERARY FOR YOU.

YING S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

Telephone No. 141.

HONGKONG, CANTON, MACAO & WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., AND CHINA NAVIGATION CO., LTD.

HONGKONG-CANTON LINE.

HONGKONG TO CANTON. CANTON TO HONGKONG.

FRIDAY, 2ND JULY, 1912.

8 a.m. "HEUNGSHAN." 8 a.m. "HONAM."
10 p.m. "KINSHAN." 5 p.m. "FATSHAN."

SATURDAY, 3RD AUGUST, 1912.

8 a.m. "HONAM." 8 a.m. "HEUNGSHAN."
10 p.m. "HEUNGSHAN." 5 p.m. "KINSHAN."

HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. S.S. "SUI AN," Tons 1651.

HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

EXCURSIONS TO MACAO.

SUNDAY, 4TH AUGUST.

The Company's Steamship

"SUI AN."

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m. N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer leaving Macao at 5 p.m.

MONDAY, 5TH AUGUST.

S.S. "SUI AN."

Will depart from WING LOK WHARF at 9 a.m. and return from Macao at 5 p.m.

FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

CANTON-MACAO LINE.

S.S. "HOL-SANG," 457 tons.

Departures from Macao to Canton on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton to Macao on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "NANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sunday excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions (First Floor), opposite the Blake Pier.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPARTION ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJIMANOR	JAPAN	First half of August	JAVA	First half of August
TJIPANAS	JAVA	First half of August	JAPAN	First half of August
TJITAROEM	JAVA	First half of August	JAPAN	First half of August
TJIBODAS	JAVA	Second half of August	JAPAN	Second half of August
TJIKINI	SHANGHAI	Second half of August	SHANGHAI	Second half of August
TJILATJAP	JAVA	Second half of August	SHANGHAI	First half of September
TJILWANG	JAVA	First half of September	JAPAN	First half of September
TJIMAH	JAVA	First half of September	SHANGHAI	Second half of September

The Steamers are all fitted throughout with Electric Light and have accommodations for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the

JAVA-CHINA-JAPAN LIJN.

York Buildings, 1st Floor.
Hongkong, 30th July, 1912.

Telephone No. 375.

NORDDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN	"PRINCESS ALICE," Capt. L. FRANCH.	20,300	{Wednesday, 7th Aug., at Noon.
SHANGHAI, NAGASAKI, KOBE and YOKOHAMA	"KLEIST," Capt. L. MAASS.	17,000	{About Wednesday, 7th Aug.
MANILA, ANGAUR, YAP, NEWGUINEA, BRISBANE, SYDNEY and MELBOURNE	"COBLENZ," Capt. L. KLUGKIST.	6,750	{Saturday, 10th Aug., at 9 a.m.
KOBE and YOKOHAMA	"PRINZ SIGISMUND," Capt. D. LENZ.	6,000	{About Tuesday, 20th Aug.
KUDAT and SANDAKAN	"BORNEO," Capt. F. SEMBIL.	5,000	{Middle of August.

All the Steamers of the European Line are fitted with Wireless Telegraphy New System of Telefunken.

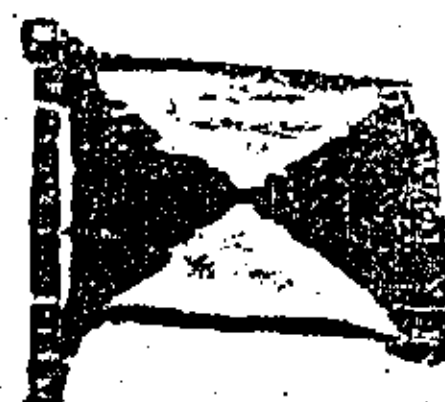
For Further Particulars, apply to

NORDDDEUTSCHER LLOYD,

MELCHERS & Co.,

GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 27th July, 1912



PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
RUBI	4000	S. A. Crosby	Manila, Mangarin, Iloilo and Cebu	On 9th Aug., 4 P.M.
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 19th Aug., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, Hongkong, 1st August, 1912. PHILIPPINES S.S. Co. 115

AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government.)
MONTHLY FAST DIRECT SERVICE TO TRIESTE.
S.S. "BOHEMIA," 7900 tons, will leave as above on 19th August.
S.S. "AFRICA," 8800 tons, will leave as above on 1st September.
Cheap rates, Hongkong-Trieste, Venice, £50 1st, £26 2nd, £19 3rd Class.
ACCELERATED TRAIN SERVICE FROM TRIESTE TO PARIS, LONDON & BERLIN.
TO SHANGHAI.
S.S. "BOHEMIA," 7900 tons, will leave as above on 4th August, at Daylight.
S.S. "AFRICA," 8800 tons, will leave as above on 4th September.
Cheap rates, Hongkong-Shanghai, £6 1st, £4 2nd, £2 3rd Class.
Superior accommodation for 1st and 2nd Class Cabin and Steerage Passengers.
No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.
MONTHLY ORDINARY SERVICE TO TRIESTE, POME AND VENICE.
S.S. "AFRICA," 8800 tons, will leave as above on 1st September.
S.S. "VORWAERTS," 12900 tons, will leave as above on 1st September.
TO YOKOHAMA, KOBE VIA SHANGHAI.
S.S. "AUSTRIA," 14300 tons, will leave as above on 28th August.
Superior accommodation for Saloon Class Passengers.
ROUND THE WORLD TICKETS ARE ISSUED.
CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to
SANDER, WIELER & Co., Agents,
Hongkong, 2nd August, 1912. Princes' Building. 115

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—16, DES VUEUX ROAD, HONGKONG.
SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS OF THE WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS OF CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONIES exchanged.
729] CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

PASSED THE CANAL.

June 25th—Braemar, Bulow, Candia, Carmarthenshire, Matoppo, Peshawar, Vandala, Yangtze. Ernest Simons, Nubia, Arcadia, Baron Driesen, Schuykill, Neleus, Patricia. 2nd—Benvenue, Borneo, Calchas, Flinthire, Lutwou, Teddo, Kyoto. 5th—Ktano Maru, Surva, Tatum, Telemachus. 6th—Bohemia, Goben, Himalaya, Muncaster Castle, Baron Ogilvy. July 12th—Alicious, Perieus, Sardinia, Sithonia, Tranquebar. 18th—Belgravia, Glenloch, Hyson, Indramaha, Kleist, Nera, Scandia, Africa, Arabien. 19th—Achilles, Bayern, Renalder, Derfingler, Iyo Maru, Peiko, Pelus. 23rd—Antenor, Atsuta Maru, Ceylon, Lothian, Nippon, Palhan, Syria, Walton Hill. 26th—Machao, Nore Ulysses, Pisa. 31st—Caledonien, Prinz Ludwig, Prometheus, Salazie, Tydeus.

ARRIVALS AT HOME.

July 31st—Bayer, E. F. Ferdinand, Himalaya, Pelus, Scandia.
PASSENGERS.
ARRIVED.
Per Anhalt, from Shanghai, Messrs. Dissel and Waldmar.
Per Arcadia, for Hongkong, from Marseilles, Mr. G. de Houghton, from Brindisi, Mr. E. E. Farman, from Bombay, Mr. P. C. Kuegle, from Singapore, Mr. P. Phillips, Mr. J. Davidson, Mr. A. Katz, Mr. D. Campbell, Mr. J. Craig, Mr. and Mrs. S. H. West and infant, Mr. J. de R. C. Vieira, Mr. L. Harding, Dr. Nishimura, Mr. J. Holland, from Colombo, Mr. and Miss Dashed.

THE BANK LINE

REGULAR SERVICE FROM HONGKONG TO
VICTORIA, VANCOUVER,
B.C., SEATTLE &
TACOMA.

VIA

SHANGHAI AND JAPANESE PORTS.

CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

S.S. "LORD DERBY," 7,000 tons...Sailing Aug. 15th

(To be followed by other Steamers of the Company at regular intervals.
Call at AGOY and KEELUNG if sufficient cargo want offers.
The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy.
Special Parcel Express to America and Canadian Points.
For Rates of Freight and Passage, apply to—

THE BANK LINE, LIMITED.

TELEPHONE No. 780. KING'S BUILDING, Praya Central

ORIENTAL AFRICAN LINE.
NEW LINE OF STEAMERS

TO
SOUTH AFRICAN PORTS.

Regular Direct Service from JAPAN, CHINA and STRAITS to BEIRA, DELAGOA BAY, DURBAN, EAST LONDON, PORT ELIZABETH and CAPE TOWN, calling at MAURITIUS if sufficient inducement offers, and affording the Quickest Freight Transport from the ORIENT to SOUTH AFRICA.

PROPOSED SAILINGS.

S.S. "DUNERIC" ... 3,000 tons ... On 10th Sept.

And regularly thereafter.

For Rates of Freight or Passage, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA, DELAGOA BAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and CAPE TOWN with transhipment at COLOMBO to Steamers of the INDIAN AFRICAN LINE.

PROPOSED SAILINGS

From HONGKONG: From COLOMBO:

10th August.

For Rates and Further Information, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

CONFERENCE-WEIR LINE.

REGULAR SERVICE FROM CALCUTTA TO RIVER PLATE.

THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

THE BANK LINE, LIMITED,
MANAGING AGENTS.

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TOYO KISEN KAISHA

TRANS-PACIFIC

WESTERN PACIFIC

DENVER AND RIO GRANDE

TRANS-CONTINENTAL

TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU ... 21,000 tons.
S.S. CHIYO MARU ... 21,000 tons.
S.S. SHINYO MARU ... 21,000 tons.

AND
S.S. NIPPON MARU ... 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily tank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

WESTERN PACIFIC-DENVER AND RIO GRANDE.

The T.K.K. lines connect at San Francisco with the palatial trains of the Western Pacific and Denver and Rio Grande Railways to Chicago via Salt Lake City and Denver WITHOUT CHANGE.

Through Standard Sleepers.
Through Tourists' Sleepers.
Dining Cars—Observation Cars.
Electric Lights—Electric Fans, Union Depots.

New lands, cities and scenes—hundreds of miles through the gorgeous scenery of the Sierras—Feather River Canon—and the Royal Gorge of Colorado.

Convenient connections at Chicago with trains for New York Transatlantic Steamers and other Eastern points.

When taking out Passage over the SAN FRANCISCO SCENIC ROUTE ask for Ticket form No. 625.

C. LACY GOODRICH,

GENERAL ORIENTAL AGENT.

17, WATER STREET, YOKOHAMA.

AND KING'S BUILDING, HONGKONG

SWEDISH EAST ASIATIC CO., LTD. GOTHENBURG.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

DESTINATION	STEAMERS	TONS	DATE OF SAILING.
SHANGHAI, YOKOHAMA, KOBE and MOJI	"NIPPON"	7,300	About 20th Aug.

For Freight and Further Particulars, apply to TELEPHONE No. 171.

ARTHUR NILSSON & CO., YORK BUILDINGS, TOP FLOOR.

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BRITISH INDIA S. N. CO., LTD. APCAR LINE.

REGULAR SERVICE BETWEEN
CALCUTTA, STRAITS, SHANGHAI AND JAPAN PORTS.

EASTWARD.

S.S. "ARRATOON APCAR," 4,450 tons, Capt. F. M. Austin, will be despatched to KOBE and MOJI (YOKOHAMA if sufficient inducement offers) on 6th Aug., at Noon.
S.S. "JELUNGA," 3,361 tons, will be despatched to SHANGHAI, KOBE and MOJI on 18th August.

WESTWARD.

S.S. "DILWARA," 5,378 tons, Capt. W. J. Bishop, will be despatched to SINGAPORE, PENANG and CALCUTTA on 15th August.
The above Steamers have excellent Saloon accommodation for Passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.
For Freight or passage, apply to

DAVID SASSOON & CO., LTD.

Hongkong, 31st July, 1911.

AGENTS.

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PENINSULAR & ORIENTAL

STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
LONDON VIA USUAL PORTS	DELTA	Noon, 3rd Aug.	See Special of Call
LONDON and ANTWERP	PERA	About 7th Aug.	Freight only.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID AND MARSEILLES	Capt. S. Finch, R.N.R.		
SHANGHAI, MOJI, KOBE, SARDINIA		About 8th Aug.	Freight and Passage.
AND YOKOHAMA	Capt. C. C. Talbot, R.N.R.		
SHANGHAI	ASSAYE	About 15th Aug.	Freight and Passage.
	Capt. G. W. Cockman, R.N.R.		

For Further Particulars apply to

H. W. D. SHALLARD,

Acting Superintendent.

Hongkong, 2nd August, 1912

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
SHANGHAI	"ANHUI"	On 3rd Aug. 11 a.m.
HONGKONG (Mail) & HAIPHONG	"SINGAN"	On 4th Aug. 11 a.m.
MANILA, CEBU and ILOILO	"KAIFONG"	On 6th Aug. 4 p.m.
WEIHAIWEI, CHEFOO and TIENTSIN	"KUEIHOW"	On 8th Aug. 4 p.m.
SHANGHAI	"CHENAN"	On 8th Aug. 4 p.m.
SHANGHAI	"LINAN"	On 10th Aug. 11 a.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.
S.S. "LINTAN" and S.S. "SANUI"

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING," Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck aft; Electric Fans fitted.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHIHUA," and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on the Sunday Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before Midnight on SATURDAY, for the SUNDAY Morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES—SINGLE \$45.....RETURN \$75.
NEW SERVICE—SHANGHAI to ANTUNG sailings on alternate Wednesdays.

For Freight or Passage apply to—
HONGKONG, 1st August, 1912. TELEPHONE 36. AGENTS.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHEW AND RETURN.

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Passmore	FRIDAY, 2nd Aug., at 11 a.m.
"BAITAN"	Capt. J. S. Roach	TUESDAY, 6th Aug., at 11 a.m.
"HAITANG"	Capt. A. E. Hodgins	FRIDAY, 9th Aug., at 11 a.m.

FOR SWATOW AND RETURN.

"HAIMUN" ... Capt. J. W. Evans ... (SUNDAY, 4th Aug., at 10 a.m.)
Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier). During the months of July and August—Return Tickets available for three months will be issued at a Reduction of 20 per cent. on the usual rate to Foochow.

For Freight and Passage, apply to—

DOUGLAS, LAPRAIR & Co.,
GENERAL MANAGERS.

Hongkong, 1st August, 1912.

HAMBURG-AMERIKA LINIE.

IN CONJUNCTION WITH

DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European, North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMEWARD.
FOR SHANGHAI, KOBE & YOKOHAMA.	FOR MARSEILLES, HAVRE & HAMBURG:
S.S. SUBVIA ... 2nd August.	S.S. SILESIA ... 11th August.
S.S. PISA ... 15th August.	FOR HAVRE, ROTTERDAM & HAMBURG:
S.S. O. J. D. AHLERS ... 22nd August.	S.S. FUERST BUELOW ... 13th August.
S.S. C. FERD. LAEISZ ... 11th Sept.	FOR HAVRE, BREMEN & HAMBURG:
S.S. ARCADIA ... 24th Sept.	S.S. GOLDENFELS ... 23rd August.
	FOR HAVRE, ROTTERDAM & HAMBURG:
	S.S. BRISGAVIA ... 5th Sept.
	FOR HAVRE & HAMBURG:
	S.S. SUEVIA ... 11th Sept.
	FOR BOSTON & NEW YORK:
	S.S. AMERICA ... About 31st Aug.

HAMBURG-AMERIKA LINIE,
Hongkong Office.

Hongkong, 29th July, 1912.

THE EASTERN & AUSTRALIAN

STEAMSHIP CO., LTD.

MAIL SERVICE TO AUSTRALIA.

MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EASTERN	On 9th Aug.	On 17th Aug. Noon.
ALDENHAM	On 23rd Aug.	On 31st Aug. Noon.
EMPIRE	On 23rd Aug.	On 14th Sept. Noon.

The above Steamers are fitted with Refrigerating Machinery, carrying a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardess are carried. For further particulars apply to

GIBB, LIVINGSTON & Co.,
AGENTS.

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TOYO KISEN KAISHA.

IMPERIAL JAPANESE

TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers

CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS.

and the TWIN SCREW S.S.

"NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	CAPTAIN	DATE OF SAILING.
NIPPON MARU	A. G. Stevens	TUESDAY, 13th Aug., Noon.
TENYO MARU	E. Bent	TUESDAY, 20th Aug., at Noon.
SHINYO MARU	H. S. Smith	TUESDAY, 10th Sept., at Noon.
CHIYO MARU	W. W. Greene	TUESDAY, 8th Oct., at Noon.

THE S.S. "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, SHIMIZU, YOKOHAMA AND HONOLULU, on TUESDAY, the 13th August, at Noon.

SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—BUYO MARU, HONGKONG MARU AND KIYO MARU

Fly between HONGKONG and CORONEL via MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMER	TONS	DATE OF SAILING.
KIYO MARU	17,500	TUESDAY, 6th Aug., 5 P.M.
BUYO MARU	10,500	FRIDAY, 4th Oct., at Noon.
HONGKONG MARU	11,000	TUESDAY, 3rd Dec., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES, and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

S. MORIMOTO, AGENT,

King's Building (Opposite Blake Pier).

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st AND 2ND CLASSES) will leave Hongkong for KWANG CHOW WANG AND HAIPHONG, on WEDNESDAY, the 14th Aug., 1912, at 9 a.m.

For Passages and Freight apply to

P. THOMAS, N.M. Co.'s AGENT.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via KEELUNG, NAGASAKI, KOBE, YOKOHAMA, MOJI, AND YOKOHAMA	"SEATTLE MARU"	6,182	TUESDAY, 6th Aug., at 1 p.m.
	"CHICAGO MARU"	6,182	TUESDAY, 3rd Sept., at 1 p.m.
	"TACOMA MARU"	6,178	TUESDAY, 3rd Oct., at 1 p.m.
VICTORIA, B.C. & TACOMA via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, AND YOKOHAMA	"MEXICO MARU"	6,064	SATURDAY, 17th Aug., at 1 p.m.
	"CANADA MARU"	6,064	TUESDAY, 17th Sept., at 1 p.m.
	"PANAMA MARU"	6,059	TUESDAY, 15th Oct., at 1 p.m.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle Vancouver, Portland, and San Francisco:—
From Manila G. \$130.00
From Hongkong, Shanghai and Keelung G. \$130.00
From Nagasaki, Moji, Kobe and Yokohama G. \$95.00
1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco G. \$110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers, situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given toward Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
TAMSUI via SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 4th Aug., at Noon.
ANPING via SWATOW and AMOY	"MIYAJIMA MARU"	WED'DAY, 7th Aug., at 10 a.m.

N.B.—The Co.'s Coast Line and Formosa Line of Steamers, will arrive and depart from Soon Yip Co.'s wharf (near the Harbour Office, Prince Central). For information of Freight, Passengers, sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

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S. HIRAI,
MANAGER.

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROPOSED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS AND DISPLACEMENT	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORT SAID	AKI MARU	12,000	WED'DAY, 14th Aug., at Daylight.
	MISHIMA MARU	15,000	WED'DAY, 28th Aug., at Daylight.
	Capt. A. E. Moss		
VICTORIA, B.C. and SEATTLE via KEELUNG, SHANGHAI, MOJI, KOBE, YOKOHAMA, SHIMIZU and YOKOHAMA	YOKOHAMA MARU	12,500	TUESDAY, 13th Aug., at 4 p.m.
	INABA MARU	12,500	TUESDAY, 27th Aug., at 4 p.m.
	Capt. S. Tominaga		
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU	7,000	FRIDAY, 2nd Aug., at Noon.
	NIKKO MARU	9,600	FRIDAY, 30th Aug., at Noon.
	Capt. N. Yagi		
BOMBAY via SINGAPORE, and COLOMBO	HAKATA MARU	12,000	MONDAY, 5th Aug., at Noon.
	Capt. H. Nomura		
KOBE and YOKOHAMA	SANUKI MARU	12,000	FRIDAY, 2nd Aug., at Noon.
	Capt. Toranaka		
SHANGHAI, MOJI and KOBE	COLOMBO MARU	5,000	WED'DAY, 14th Aug., at Noon.
	Capt. Kamoshita		
NAGASAKI, KOBE & YOKOHAMA	KUMANO MARU	9,600	WED'DAY, 28th Aug., at Noon.
	Capt. M. Winkler		
SHANGHAI and KOBE	JINSEN MARU	4,000	MONDAY, 12th Aug., at Noon.
	Capt. Machida		

Fitted with New System of Wireless Telegraphy.

Cargo only

NEW LINE OF STEAMERS

BETWEEN

KOBE & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBE TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong:—

"CEYLON MARU," 6,000 tons, Capt. Tozawa, Friday, 2nd Aug.
"HIROSHIMA MARU," 4,000 tons, Capt. Hirase, Saturday, 10th Aug.

REDUCED SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Commencing 1st June, ending 30th September, 1912.

SPECIAL EXCURSION TICKETS (1st and 2nd Class), available for 3 Months.

	Yokohama Return.	Kobe Return.	Moji Return.	Nagasaki Return.
1st Class	\$135	\$122	\$108	\$95
2nd "	\$81	\$75	\$65	\$57

With option of Rail between Steamer's Calling Ports in Japan.

For Further Information as to Freight, Sailing, etc., apply to—

T. KUSUMOTO, MANAGER.

TELEPHONE Nos. 292 and 1241.

[12-13-456]

PENINSULAR & ORIENTAL

STEAM NAVIGATION CO.

PROPOSED SAILINGS OF MAIL STEAMERS


FOR

MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave	Connecting Steamers	Due	Leave		
to	HONGKONG	from COLOMBO to	MARSEILLES	PLYMOUTH		
COLOMBO		MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)		
						
Steamer	Tons	Noon, SATURDAY	Steamer	Tons	SUNDAY	SATURDAY
DELTA	8000	August 5	MALJOJA	12500	Sept. 1	Sept. 7
ARCADIA	7000	August 17	MONGOLIA	10000	Sept. 15	Sept. 21
ASSAYE	7500	August 31	MEDINA	12500	SATURDAY	FRIDAY
INDIA	8000	September 14	MAJWA	11000	Sept. 28	Oct. 4
DEVANHA	8000	September 28	MOULTAN	10000	Oct. 12	Oct. 18
CHINA	8000	October 12	MACEDONIA	10500	Oct. 26	Nov. 1
DELTA	8000	October 26	MOREA	11000	Nov. 9	Nov. 15
INDIA	8000	November 9	MARMORA	10500	Nov. 23	Nov. 29
ASSAYE	7500	November 23	MOLDATIA	12000	Dec. 7	Dec. 13
					Dec. 21	Dec. 27

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID. Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:
1st SALOON £71.10 SINGLE, £106.14 RETURN.
2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING 1st AND 2nd SALOON PASSENGERS AT REDUCED RATES

1 PROPOSED SAILINGS:

STEAMERS	Leave HONGKONG		Due LONDON	
Tonnage	about		about	
NUBIA 6000	September		October	19
SARDINIA 7000	September	18	November	2
NAMUR 6700	October	16	December	1
NANKIN 7000	October	30	December	15
NYANZA 6700	November	13	December	29

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES.

FARES TO LONDON:
1st SALOON £50.0 SINGLE, £82.10 RETURN.
2nd " £33.10 " £57.4 "

For further Particulars, apply to—

H. W. D. SHALLARD,
ACTING SUPERINTENDENT.

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